PASSAGE PLAN FORM

PASSAGE PLANNING - GENERAL INSTRUCTIONS FOR COMPLETION

a) Vessel's Details

- Please note that all field marked by pale yellow colour are to be filled in, even those you can see on the right side of the spreadsheet. These will not appear in the print-out, as the print area is defined
- Fill cells in column 'C' as required. Under cell 9C be sure to enter Loaded or Ballast as this choses which block coeficient is chosen by the program under cell 26C.
- DO NOT fill cell 26C as this will be completed automatically.
- In cell I26 enter Loaded mean draft, in cell I27 enter Ballast mean draught.
- In cell J26 enter the block coefficient that equates to the mean draught when Loaded, in cell J27 enter the block coefficient that equates to the mean draught in
- The program will then choose one of these block coefficients to enter in cell 26C depending on whether you typed 'Loaded or Ballast in cell 9C.
- The Air draft calculation take into accout the **horizontal distance** between the aft perpendicular and the point below the highest structure (DHA). Record Length
- The calculation for recording max overhead clearance when passing under any overhead limiting structure can be done in cells C31 and C32

b) Voyage Info

Some fields are updated utomatically. Following fields are to be completed:

- Nautical Publications/Reporting Schemes
- Charts
- Reference Charts
- Navigational Aids (if different from the example)
- Navtex
- Navarea Wngs and T and P Notices, No. Charts Affected

Navarea warnings and T and P corrections must be mentioned here for paper charts. ECDIS vessels need not mention these here.However, ECDIS vessels that have to manually apply T and P corrections require to state details here

- Navtex Local and Coastal warnings
- Speed (in intervals) for the vessel in order to get the duration of sea passage calculated
- An additional space has been inserted to include ECDIS related safety settings. These are NOT to be changed without Masters permisson

c) Master's Comments

Please follow the instructions given in red under the respective column heads in the spreadsheet

d) ECDIS vessels Passage plan checklist

For use by ECDIS vessels. Answers to be in Yes/No and NA. Insert remarks as appropriate

d) Waypoints (BP/PP/PB)

- Please enter Latitude (N/S) and data as taken out from chart, i.e. for N 35° 14' 48" as N 35 14.8, the input will be calculated in decimals anyhow. In addition you
- Another thing to remember due to field formats - if you have any latitude or longitude figure being '0', enter 0.00001, as then the figure '0' will appear in the
- The next item to be filled is the respective geographical name of the waypoint.
- On the right side of the form under the brightly coloured headers are - Weather Allowance, Minimum Available Charted Depth and Tide Allowance.
- **IT IS RECOMMENDED TO RE-CHECK THE WEATHER ALLOWANCE AND HEIGHT OF TIDE WHEN BERTHING. ANY CHANGE IN BERTHING WILL REQUIRE THE**
- The 'Weather Allowance' (in meters), should include "Sea State Effect" (swell and waves) and "Seasonal Height Variations" (due to barometric pressure etc.)
- If you expect swell or waves, especially important during approaches to pilot station or anchorages , do not forget - swell/waves will reduce your UKC
- Enter minimum available charted depth in between the waypoints. Take the minimum depth in between waypoints off your chart, as the higher values are not

e) Form (BP/PP/PB)

The following items are to be entered:

- - Parallel Index
- - Permitted XTE (THE XTE WILL NEED TO BE SMALL IN NARROW CHANNELS, EVEN ZERO IN PLACES AND ON THE OPEN SEA 0.5 OR EVEN 1 MILE MIGHT BE
- - Fix Method (i.e. GPS, Radar, Cellestial)
- - Fix Intervals (Enter your appropriate intervals - **REMEMBER THAT THE FIX INTERVAL SHOULD BE SUCH THAT THE VESSEL CANNOT STAND INTO DANGER**
- -ECDIS vessels can mention "Continuous" in the FIX Interval column. However they also do need to manually verify positions when approaching or leaving port,
- - ARLS, Sailing Directions, Charts (as applicable)
- - In the columns "Required Engine Status" enter "Manuvering speed/Sea speed with notice or Full sea speed" as applicable
- - The columns CATZOC Zone and UKC ACCURACY are for use on ECDIS vessels only. UKC ACCURACY depicts the Depth accuracy 'that will depend in the ZOC of the
- - The column S gives the accuracy of the depth for that ENC. Officers should apply the DEPTH ACCURACY to the UKC. This may be subtracted or added to the
- For paper chart vessel: In Col N, the calculated UKC of the vessel will be checked with the applicable minimum UKC allowed, and if the result is "YES", then it

f) Squat UKC (BP/PP/PB)

- Calculations are automated. The DWA/FWA will need to be entered in spreadsheet 'Squat UKC BP/PP/PB' depending on the density of water for the red marked
- In addition the vessel's speed needs to be entered in intervals in the Squat table (yellow highlighted), the relevant squat is then calculated automatically.
- Select the "HEEL CORRECTION" in F30. The heel must be entered in the cell provided and this will be added to the draft for calculating the UKC
- The Columns CATZOC and Depth Accuracy are applicable to ECDIS vessels only
- Select the required UKC (10%, 15% or 50%) from the drop menu as per the UKC policy (Col O)
- Select the required SQUAT CORRECTION TYPE (Open or Confined) from the drop menu. Refer to Marine manual appendix for guidance.

This form provides two method for calculating UKC:

METHOD 1: Providing UKC accuracy values as given by IHO for use by the master as deemed appropriate

In this method the master needs to manually apply the UKC ACCURACY (col R in Squat UKC sheets) to the UKC as he deems appropriate in order to get the final

How to calculate: Ref. Squat UKC sheets

- Depending on the ZOC of the ENC, select the appropriate category for the ZOC from the drop down menu in col Q
- The adjoining column R gives the UKC ACCURACY for that ZOC . This is dependent on the depth of water.
- Officers should apply the UKC ACCURACY to the UKC in col M. This may be subtracted or added to the water depth, Subtracting the Depth accuracy from the
- The value of UKC accuracy for zone A2 and B is same

Caution: *ECDIS vessels must take into account the effect of "UKC accuracy" in col R of the Squat UKC sheet when calcuating the vessels*

METHOD 2: Calculating UKC by automatically subtracting CATZOC accuracy figures

In this method the UKC ACCURACY figure (col R in Squat UKC sheets) is subtracted from Col M (Squat UKC sheet) automatically. This method however does

How to calculate: Ref. Squat UKC sheets

- Depending on the ZOC of the ENC, select the appropriate category for the ZOC from the drop down menu in col Q
- Column S gives the final UKC for that ZOC (by subtracting Col R from Col M). **This column does not give any results for CATZOC Zones D and U.**
- Col T gives options "Yes" or "NO GO" depending if the UKC is sufficient or not. **This column will not provide any values and shows "cannot be assessed" in**
- **In case of Col T gives "Cannot be assessed", the vessels must:**

GENERAL INSTRUCTIONS:

- Keep the blank passage planning form as a blank. Do this by opening it then saving it under a new name for the voyage you are planning. That way
- If more waypoints are needed than are provided it is necessary to stop the voyage at a suitable point (I.e. the locks at Antwerp) and start a new
- If the vessel anchors before embaking the Pilot remember to make a new form for the deviation to anchorage and back to the Pilot Station.

Great Circle Calculations:

The Passage Planning as given here does not provide a Great Circle calculation for your voyages.

Rhumb Line Distance:

The distances obtained from this Plan should be confirmed with those obtained upon plotting courses on the chart

VESSEL DETAILS

Date	21/Jun/18	
Vessel Name	CLIPPER BLISS	
Call Sign :	3FYY4	
Voyage No	V1804	LEG2
Ballast / Loaded :	LOADED	
From	PUNTA LOBITOS	PERU
Berth	NO.1	
UTC:	-500	
Tide Datum:	1.5	
To	QING DAO	CHINA
Berth		
UTC:	-500.0	
Tide Datum:	1.50	
Via		
UTC :		

Draft F		09.75 m	Length Between perpendiculars (LBP)	173
Draft Mid		09.95 m	Horizontal Distance between highest point and Aft perpendicular (DHA)	13.57
Draft A		10.15 m		
Trim		00.40 m		
Cb	*10.15 m (Block Coefficient)*	0.8282		
Keel to Max. Height		44.46 m		
Air Draft		34.34 m		
Service / Sea Speed	*(as applied in Voyage Planning)*	12.50		
Height of any limiting overhead structure (under which the		02.00 m		
Minimum air clearance available		-32.34 m	*(Minimum permissible air clearance is 2.0m)*	

		Draft	Cb
LOADED	Mean Draft	9.95	0.8282
BALLAST	Mean Draft		

	Speed Variables Manoeuvring	Loaded	Ballast
1	Full Ahead	14.0	
2	Half Ahead	12.0	
3	Slow Ahead	6.2	
4	Dead Slow Ahead	4.1	

VOYAGE INFORMATION

Date : 21/Jun/18 **Vessel Name :** CLIPPER BLISS **Voyage No :** V1804

Draft	
Fwd :	09.75 m
Mid :	09.95 m
Aft :	10.15 m
Trim :	00.40 m
Air :	34.34 m

Port	
From :	PUNTA LOBITOS
To :	QING DAO
Via :	

Total Distance [nm]	9254.29

Time	
UTC :	-500
UTC :	-500
UTC :	
Time Difference	
+ / -	0.0

emark: + = advance / - = retai

Nautical Publications / Reporting Schemes	
Coast Pilot Books	SAILING DIRECTION
Admiralty List of Radio Signals	NP281(2)NP282(2)NP283(2)NP284NP285 NP286(7)NP286(6)
Admiralty List of Lights	NP80 NP87
Admiralty Tide Tables	NP204 NP206
Tidal Stream Atlas	
Mariner's Handbook	NP100
Routeing Charts	5128(60 5218(7) 5127(6) 5127(7)
Sailing Directions	NP7 NP8 NP62 NP41 NP43 NP32
Reporting *	Peru /Ecuador ship reporting system
Voyage charts corrected up to	NTM Wk: WK25/18 Date : 20/JUN

*** Procedures on chart and bridge note book**

Charts:	BA charts only (ENC's need not be entered here)				
Peruvian	2135				
BA	4608	4811	4802	4801	4806
	4805	4813	4522	4511	1803
	1800	JP10	2293	2347	127
	3365	3480	1254	1502	1505
	1506	1501			
Reference Charts :	BA charts only (ENC's need not be mentioned here)				

NAVIGATIONAL AIDS		
A	RADAR	YES
B	ARPA	YES
C	AIS	YES
D	GLOBAL POSITIONING SYSTEM (GPS)	YES
E	NAVTEX	YES
F	VISUAL BEARINGS	YES
G	FACSIMILE (WEATHER FORECAST), LOCAL WARNING	YES
H	ECHO SOUNDER	YES
I	ADMIRALTY PUBLICATIONS - PILOTS, TIDE TABLES, LIST OF LIGHTS, ALRS,	YES
J	TOTAL TIDE USED FOR UKC CALCULATIONS? (YES or MANUAL)	YES
K	BNWAS	YES
L	SAT-C	YES

STEAMING TIME (SEA PASSAGE)		
Knots	Days	Hours
13.5	28	14
13.0	29	16
12.5	30	20
12.0	01	747
11.5	02	757
11.0	04	745

NAVTEX STATIONS
AUTO SELECTED

Navarea warnings and T and P corrections must be mentioned here for paper charts. ECDIS vessels need not mention these here.However, ECDIS vessels that have to manually apply T and P corrections require to state details here

Navarea Warnings	T and P Notices	CHART AFFECTED
Navarea XVI ,XII, XIII, XI		T&P Have been drawed on charts
ECG NAVTEX RECORD		

Navtex local and coastal warnings
SHOULD BE READ EVERY WATCH.
PLS DRAWING ON CHART IF AFFECTED.

Anchorage, Contingency anchorage and other Miscellaneous information
PLS SEE CHART

ECDIS settings	Setting value	REMARK
For the voyage following are ECDIS settings: These are NOT to be changed without Masters permisson.		
SAFETY CONTOUR	14	Ship's draught,UKC,Squat,CATZOC,• Tide allowance,DWA,FWA,Wave height, Heel correction,• Rolling allowanc
SAFETY DEPTH	11	It is same what was calculated in safety contour setting
DEEP CONTOUR	30	This is a relative term and Master is free to set what he believes could be deep water for him
SHALLOW CONTOUR	11	The shallow contour value need to be equal to or more than the draft of the vessel
SAFETY FRAME:		
AHEAD	900M	Depending on the ship's speed, traffic situation, geographical limitations and manoeuvrability
PORT AND STBD CORRIDOR	30M	t is depending on expected traffic situation, ship particulars and geographical limitations (channels, fairways, etc

Prepared by:		Acknowledged by:		Acknowledged by:		Approved by:	
Signature:		Signature:		Signature:		Signature:	
Nav. Off :	LI BINGRU	3rd Officer :	ZHANG CHUANBO	Ch. Offr. :	LIU YINGJIE	Master :	ZHANG MINGFU
Date:	21/JUN	Date:	21/JUN	Date:	21/JUN	Date:	21/JUN
Acknowledged by:		Acknowledged by:		Acknowledged by:		Acknowledged by:	
Signature:		Signature:		Signature:		Signature:	
Name/ Rank		Name/ Rank		Name/ Rank		Name/ Rank	
Date:		Date:		Date:		Date:	

MASTER'S COMMENTS

Date : 21/Jun/18

Vessel Name : CLIPPER BLISS

Voyage No : V1804 **From:** PUNTA LOBITOS **To:** QING DAO

Navigation
General order as per NAV. Bridge Order
Wide berth to fishing vessel and oil well
Position fixed in var. methords
Notice E/R to SBE before arrive P/S and report relevant port control via VHF

Environmental
Close sewage out let in 12nm of coast area
Garbage collection should be based on consideration of what is permitted and what is not permitted to be discharged into the sea
en route, and whether a garbage type can be discharged to port facilities for re-cycling or reuse. Recepatacles on board can be in
form of drums, metal bins, cans, container bags or wheelie bins.
Crew members must segregate and place the garbage in the relevant receptacles as Company Garbage management plan.
The designated Garbage Management Personnel is responsible for carrying out or arranging the processing of the Garbage.

Security
Gangway watch should be maintained all the time
Check visitor's ID card and make record
MARSEC LEVEL 1

Master : ZHANG MINGFU

Signature : _____

ECDIS VOYAGE PLANNING CHECKLIST

To Be Completed Prior to Departure From Each Port

To be used on ECDIS VESSELS ONLY

FORM NO : MAROPS 005

Vessel: *CLIPPER BLISS*

Voyage No.: V1804 **Date Voyage Commences:** 43272

Passage from: PUNTA LOBITOS **To:** QING DAO

Sr. No	Item	Y/N/NA	Remarks
	Setup Before Departure		
1	Does documentation indicate that the ship's navigation system complies with IMO Performance Standards for ECDIS?	YES	
2	Are written procedures available onboard the vessel for using ECDIS?	YES	
3	Are the Master and officers proficient in the use of ECDIS?	YES	
4	Have the Master and officers been provided with: •Generic ECDIS training? •Type-specific training? •ECDIS on board training. Has ECDIS Manual, appendix 5 been completed?	YES	
5	Is the ship equipped with an approved back-up arrangements to ensure safe navigation for the entire voyage, in the event of an ECDIS failure?	NA	Paper chart
6	Is the ship is equipped with the latest updates and new editions of ENCs for entire voyage?	YES	
	Has the ENC Correction Log been completed?	YES	
7	is the "Approve Until" and "Display unit" - current date to be used in order to display the updated situation correctly?	YES	
8	The ship is equipped with correct usage bands for the entire upcoming voyage. The whole route is available, at the appropriate scales.	YES	
9	Back-up-get me home charts' are the latest editions and updated. Chart correction log is completed.	YES	
10	Chart datum (WGS 84) set correctly.	YES	Initial setting
11	Check the time and date set correctly.	YES	
12	Equipment malfunction alarm set.	YES	
13	Radar overlay tested and picture adjusted.	YES	Radar overlay dialog box.
14	The previous voyage log, details log, and danger target log backed up to floppy disk and emptied. All Logs reset for next voyage.	NA	
15	Reset distance and trip counter.	YES	
16	Power supply (both emergency and changing supplies: as per Ch. II-1, SOLAS)	YES	
16a	Repetitive checks to be carried out to ensure all T and P notices and Navigational warning are updated on ENCs having Admiralty Information Overlay (AIO) and Navtex Overlay	YES	
	Initial Settings		
17	ECDIS Navigation parameters including Ship and Route parameters set properly.	YES	Navigation parameters
18	Chart Alarm parameters set in accordance with voyage plan and Master's standing orders.	YES	Chart alarm parameters
19	Alerts to be chosen as per Voyage plan.	YES	Chart alarm parameters
	Verifying Configuration of Navigation Sensors		
20	Check that: a. There is agreement between sensor data and its presentation on the ECDIS system. b. The ship is in the correct position on the ECDIS and c. The ship's vector is aligned.	YES	
21	"Primary" navigation position sensor set. DGPS as Primary, Kalman (or other) filter off, Dead-reckoning ticked off, Chart align ticked off.	YES	Sensors dialog box
22	Speed/Course sensors set properly. Choose both Log and Dual log. Choose both Gyros no.1 and no.2 (where available).	YES	Sensors dialog box
23	Other sensors - Depth below transducer, AIS Danger and Lost targets set properly as per Voyage Plan.	YES	Sensors dialog box
25	Set UKC as per Company policy for shallow or confined waters.	YES	Sensors dialog box
26	O.O.W. are aware that when depth alarm sounds at depth value _____ mtrs, he needs to change setting to next value as per Voyage plan and the Echo sounder must be "ON".	YES	Sensors dialog box
27	Check Loss of primary positioning information alarm set.	YES	
28	Check Dead-reckoning is available in the event of GPS failure.	YES	
	Controlling Visible Chart and Navigation Features (Chart Display and Symbol Display)		
29	Chart display Page Chart: Shallow contour, Safety contour, Depth contour Safety depth to be set in accordance with Voyage Plan.	YES	Chart Display dialog box

30	These are guidance setting, however the vessel may choose settings as per conveniance	YES	Chart Display
	Chart display Page Chart to be set as follows:		
	Chart Alert Highlight: ON.		
	Symbols: Paper Chart		
	Depth: MULTICOLOUR	YES	
	Boundaries: Symbolized		
	Light sector: Full		
	Shallow pattern: Diamond		
	Update Highlight: All effects		
31	Chart Display Standard: all features to be chosen.	NA	
32	Chart Display Other 1: all features except "Additional info" to be chosen.	NA	
33	Chart Display Other 2: all features to be chosen.	NA	
34	Symbol Display "Route": all features to be chosen.	NA	Symbol Display dialog box
35	Symbol Display "Tracking": all features to be chosen.	NA	Symbol Display dialog box
36	Symbol Display "Targets": all features to be chosen.	NA	Symbol Display dialog box
37	Symbol Display: all features except "Only radar part of Symbols" to be chosen.	NA	Symbol Display dialog box
38	Symbol Display "General". The following features to be chosen: Beam width, AIS outlines - ON,	NA	Symbol Display dialog box
39	Save Symbol display and Chart display setting.	YES	
40	Has the IHO preslib 4.0 tests been conducted in the last 3 months? Send results to chart provider? Enter date of test done in remarks. See note below about sending results to IHO. *There is no need to repeat the check *except after a software update, system upgrade or change of equipment.The results should be reported to the IHO *if and only if anomalies are found*.*	YES	
	Passage Plan – Information required on ENC and Passage Plan		
41	A route plan from berth to berth completed including all main parameters such as Lat/Long of waypoints, courses and distances, channel limits, WO positions, turning radius, max and min speed limits for the leg (all these requirements have been covered by ECDIS "Plan" function).	YES	
42	Alternate route(s) available (if navigation situation required)	NA	
43	Distances To Go and ETA's	YES	
44	NO GO Areas Marked	YES	
45	Waypoints - Range and Bearing	YES	
46	Leading lines marked and annotated.	YES	
47	Tidal Streams and Currents which can affect navigation annotated.	YES	
48	Radar Conspicuous Targets	YES	
49	Parallel Indexing	YES	
50	Margins Of Safety shown as Clearing bearings and ranges of navigational marks.	YES	
51	Margins Of Safety shown as limiting parallel index.	YES	
52	Limiting Danger Line (LDL) set (additionally to safety depth). *This is defined as a line drawn that will indicate limits of safe water. LDL=Draft+Required UKC-Minimum ht of tide*	NA	
53	GPS positions/Bearings and range for wheel over position	NA	
54	Position Fixing - Frequency + Primary and Secondary Methods To Be Used	YES	
55	Manual position fixing to prove the GPS position is correct especially when approaching shore (at first sighting of a navigational mark or land on radar screen).	YES	
56	Echo Sounder "ON" marked.	NA	
57	Traffic Expected (Ferries etc.)	YES	
58	Speed Changes - Commenced / Ended / Sea Passage	YES	
59	Call Master / Crew - Enhanced Bridge Manning	NA	
60	Stand-by for tugs / Anchors cleared - Stand-by at anchors	NA	
61	MARPOL, Annex V areas marked (for garbage disposal).	NA	
62	Departure time set.	YES	
63	Reporting Points and Details (VTS, Port Control, Oil terminals, etc).	YES	
64	Pilot Details Channel	YES	
65	Contingency Plans / Anchorages	YES	
66	Abort points/lines	YES	
67	Engine tested/ Steering gear tested	YES	
68	Reference to publications: ALRS, ALL, NTM, etc.	YES	
69	Local Regulations in brief or reference to local regulations if required.	YES	
70	A Route monitor is "ON" to for permanent monitoring of ship's behavior relative to the monitor route.	YES	
71	User charts for upcoming voyage completed	YES	
72	User charts in the monitoring mode.	YES	
73	Planned Notes for upcoming voyage completed.	YES	
73	Planned notes in the monitoring mode.	YES	
74	The size of the “safety frame” should be set for each stage of the passage.	YES	
75	Details log has been set.	YES	
76	Voyage log has been set.	YES	
78	Danger Targets log has been set.	YES	
79	Chart usage log has been set.	YES	
80	Alarms log has been set.	YES	
81	Set chart alert areas suitable for upcoming voyage (as per Voyage Plan).	YES	
82	Alarms and warnings generated from the ENC should be reviewed for each leg of the passage. Voyage route has been checked against chart alerts.	YES	

83	Confirm checked conditions of the route plan	YES	
84	The route has been transferred to the backup ECDIS before departure.	YES	
85	Estimated times of arrival at critical points in the Voyage plan.	YES	
86	Plan route, User Charts and Notes have been backed up/copied to floppy disk.	YES	
	Dangerous Tracked Targets Setting		
88	Source of Tracked Targets to be set (No.2 radar/ARPA).	YES	
89	Targets set as follows: TT DISP ON < AIS DISP ALL (AIS set for priority).	YES	Information area
90	CPA and TCPA limits set properly.	YES	Information area
91	Danger alarm for dangerous AIS and TT tracked targets enabled.	YES	Target alarm dialog box
92	Lost tracked target alarm enabled. AIS and TT: max range ____ nm, min speed _____ knots,	YES	Target alarm dialog box
93	Past position of tracked targets	YES	Information area

Name of Of LIU YINGJIE **Rank: C/O**
Signature: **Date: 21/JUN/18**

Name of Of LI BINGRU **Rank: 2/O**
Signature: **Date: 21/JUN/18**

Name of Of ZHANG CHUANBO **Rank: 3/O**
Signature: **Date: 21/JUN/18**

Name of Officer: **Rank:**
Signature: **Date:**

Name of Officer: **Rank:**
Signature: **Date:**

Name of Officer: **Rank:**
Signature: **Date:**

Name of M ZHANG MINGFU
Signature: **Date: 21/JUN/18**

UKC
PP'!Q42="","
UKC
PP'!Q43="","
UKC
PP'!Q44="","
UKC
PP'!Q45="","
UKC
PP'!Q46="","
UKC
PP'!Q47="","

!Q48="","","Sq

!Q49="","","Sq

!Q50="","","Sq

!Q51="","","Sq

!Q52="","","Sq

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!Q54="","","Sq

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Q120="","",'Sq

Q121="","",'Sq

Q122="","",'Sq

Q123="","",'Sq

Q124="","",'Sq

Q125="","",'Sq

Q126="","",'Sq

Q127="","",'Sq

Q128="","",'Sq

Q129="","",'Sq

Q130="","","Sq

Q131="","","Sq

Q132="","","Sq

BSM
BERNHARD SCHULTE SHIPMANAGEMENT

Voyage Plan: Part I - Berth to Pilot

Departure Port: **PUNTA LOBITOS**

Wpt	Latitude					Longitude					To Wpt	Course
1	S	10	°	5.90	'	W	78	°	10.90	'	2	270
2	S	10	°	5.90	'	W	78	°	11.50	'		
			°		'			°		'		
			°		'			°		'		
			°		'			°		'		
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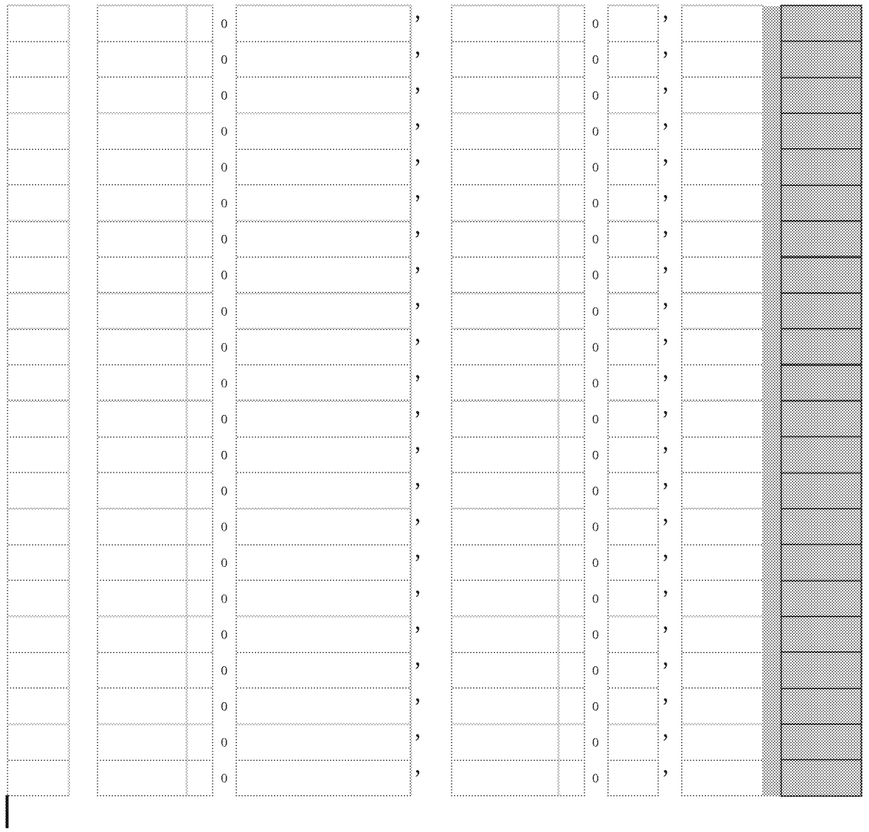
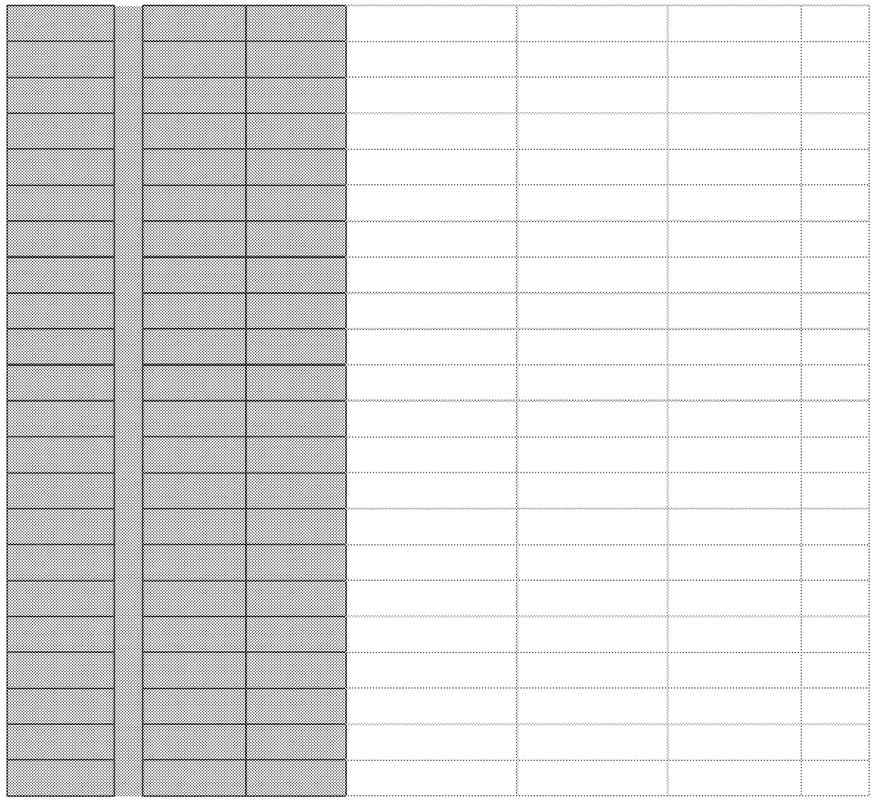
			°		'			°		'		
			°		'			°		'		



FORM NO : MAROPS

Voyage : V1804

Distance	Rem.Dist.	Dist. Run	Name WP	Weather Allow (See notes on Instruction page) [m]	Min Available Voyage : Charted Depth [m]	Tide Allow. (+/-)
0.59	0.59		Punta Lobitos Berth	0.1	31.0	1.0
	0.00	0.59	Punta Lobitos P/S	0.1	64.0	1.0



BSM
BERNHARD SCHULTE SHIPMANAGEMENT

PASSAGE PLANNING FORM
Berth to Pilot

FORM NO : MAROPS 005

MV **CLIPPER BLISS** FROM: **NO.1** TO: **Pilot Station** Voyage **V1804**

DATE: **21-Jun-18** TIDE DATUM: **1.5**

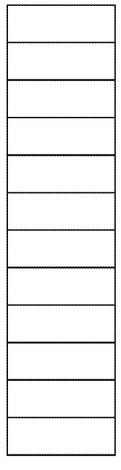
REFER CAUTION ON SQUAT UKC BP SHEET | FOR ECDIS VESSELS ONLY

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Permitted X.T.E.	Fix Method	Fix Interval	U.K.C. [m]	CATZOC ZONE	UKC ACCURACY	Distance to Dest.	List of Lights ALRS	Sailing Dir'ns	Chart	Required Engine status
1	S W	10 ° 5.9 78 ° 10.9	Punta Lobitos Berth	270	1.5	0.6	4.0	0.1	see chart	NA	GPS/Radar/ Visual	5mins	21.62	A2	1.62	0.6	NP80	NP7	P2135	Maneuver Speed
2	S W	10 ° 5.9 78 ° 11.5	Punta Lobitos P/S		1.5		10.0		see chart	0.1 nm	GPS/Radar/ Visual	5mins	53.92	A2	2.28	0.0	NP80	NP7	P2135	Full Speed

Prepared by:

Li Bingru	Zhang Mingfu	Liu Yingjie	Zhang Chuanbo
(2/O)	Master:	C/O:	3/O:
4th Officer	Dk Cadet		

FOR ECDIS VESSELS ONLY
CATZOC UKC
20.00
51.64



Cell: P7
Comment: Sundeep Sharma (IN-SDC):
ECDIS vessels may write continuous

SQUAT CALCULATION CLIPPER BLISS

UKC BERTH TO PILOT

Formula for squat calculations
Briefly:

Squat in confined Waters:-
Squat in metres = $2xC_bx(V^2/100)$
Squat in open Waters:-
Squat in metres = $C_bx(V^2/100)$
V = Vessel's speed in knots
C_b = Block coefficient

An approximate calculation "rule of thumb"
estimating on the high and safe side:

Squat (mtrs) = $V^2_K/100$ for open Seas
and Squat (mtrs) = 2 x ($V^2_K/100$) in confined waters

where V_K is vessel's speed in knots (speed through water, not GPS Speed)

Sea Water Calculation	1	
Dock Water /Fresh Water Calculation	2	For intermediate water densities and FW
Dock Water/Fresh Water Allowance	0	
Please enter 1 (SW) or 2 (DW/FW)	1	
Heel Correction (in m)	0	

Speed	SQ-O	SQ-C
2	0.03	0.07
2.5	0.05	0.10
3	0.07	0.15
3.5	0.10	0.20
4	0.13	0.27
4.5	0.17	0.34
5	0.21	0.41
5.5	0.25	0.50
6	0.30	0.60
6.5	0.35	0.70
7	0.41	0.81
7.5	0.47	0.93
8	0.53	1.06
8.5	0.60	1.20
9	0.67	1.34
9.5	0.75	1.49
10	0.83	1.66
10.5	0.91	1.83
11	1.00	2.00
11.5	1.10	2.19

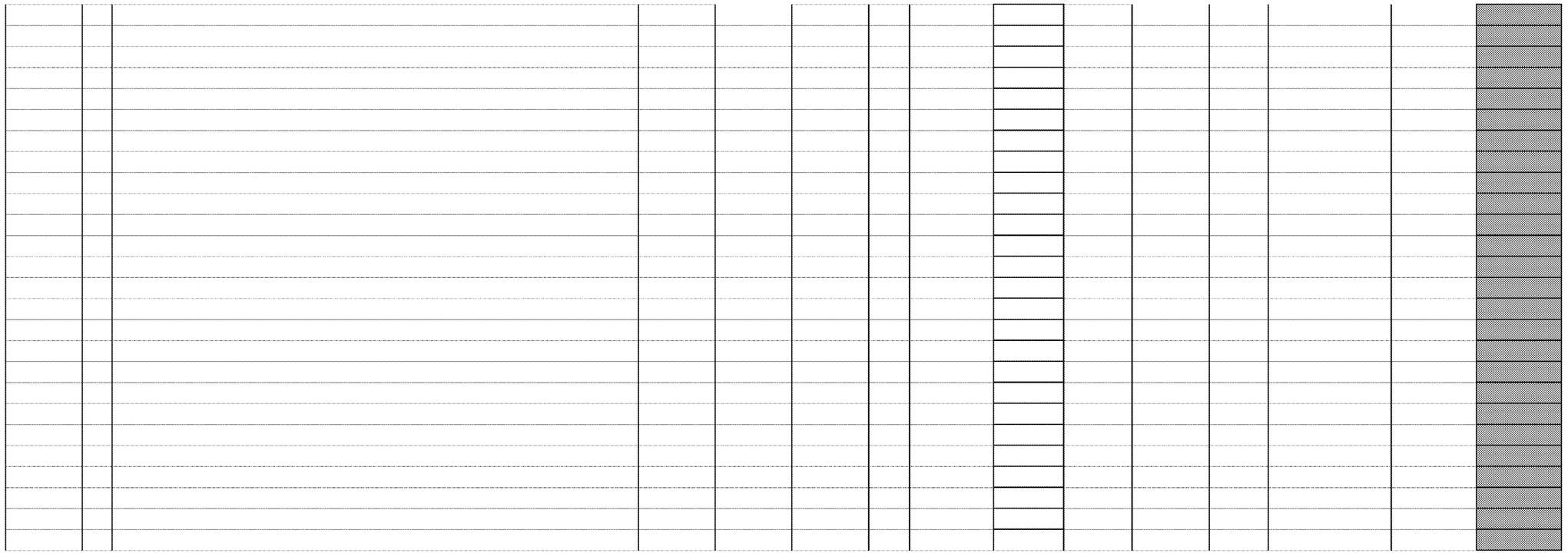
CAUTION

ECDIS vessels must take into account the effect of "UKC accuracy" in col R when calcuating the vessels UKC particularly when the UKC is very low. Local data/pilots and other sources of data must be consulted when the UKC policy is not complied with, after applying the UKC Accuracy correction.

UKC CALCULATION FOR CLIPPER BLISS **BERTH TO PILOT**

applicable to ECDIS/NON ECDIS vessels

From WP	To WP	Min available Depth between Waypoints	Speed Applied [kn]	Max SW Draft [m]	DWA/FWA (if appl.) [m]	Static Draft [m]	Tide Allow. (+/-) [m]	Squat Correction [m]	Weather Allowance [m]	Heel Correction [m]	Effective Draft [m]	Resulting UKC (without CATZOC) [m]	Is the UKC Sufficient as per BSM?	Select Required UKC in %
1	2	31.0	4.0	10.15	0.00	####	1.00	0.13	0.10	0.00	10.28	21.62	YES	15
2		64.0	10.0	10.15	0.00	####	1.00	0.83	0.10	0.00	10.98	53.92	YES	15



Speed	SQ-O
2	
2.5	
3	
3.5	
4	
4.5	
5	
5.5	
6	
6.5	
7	
7.5	
8	
8.5	
9	
9.5	
10	
10.5	
11	
11.5	

Speed	SQ-C
2	
2.5	
3	
3.5	
4	
4.5	
5	
5.5	
6	
6.5	
7	
7.5	
8	
8.5	
9	
9.5	
10	
10.5	
11	
11.5	

	FOR ECDIS VESSELS ONLY		For ECDIS vessels	
SQUAT CORRECTION TYPE - OPEN / CONFINED			UKC (with CATZOC)	
	CATZOC ZONE	UKC ACCURACY - As per CATZOC Zone	CATZOC UKC	Is CATZOC UKC sufficient?
OPEN	A2	1.62	20.00	Yes
OPEN	A2	2.28	51.64	Yes

Cell: N46
Comment: Sundeep Sharma (IN-SDC):
This column gives compliance with UKC policy without subtracting UKC accuracy from depth

Cell: Q46
Comment: Sundeep Sharma (IN-SDC):
Select the CATZOC zone

Cell: R46
Comment: Sundeep Sharma (IN-SDC):
This gives the value of CATZOC ZONE accuracy and can be applied manually to the UKC

Cell: S46
Comment: Sundeep Sharma (IN-SDC):
This column calculates UKC taking into account UKC accuracy

FORM NO : MAROPS 005

Voyage Plan: Part II - Pilot to Pilot

Voyage : V1804

Departure Port: PUNTA LOBITOS **Arrival Port:** QING DAO

Wpt	Latitude			Longitude			To Wpt	Course	Distance	Rem.Dist.	Dist. Run	Name WP	Weather Allow (See notes on Instruction page) [m]	Min Available Voyage : Charted Voyage : Voyage : Depth [m]	Tide Allow. (+/-)
								000							
2	S	10°	5.90'	W	78°	####'	3	318	971.50	9,254.29		Punta Lobitos P/S	0.1	64.0	1.0
3	N	2°	0.00'	W	89°	0.00'	4	313	1,773.92	8,282.79	971.50	3	0.1	2135.0	1.0
4	N	22°	####'	W	111°	5.00'	5	310	763.76	6,508.87	2,745.42	4	0.1	3201.0	1.0
5	N	30°	####'	W	122°	0.00'	6	291	2,868.81	5,745.11	3,509.19	5	0.1	541.0	1.0
6	N	47°	####'	E	180°	0.00'	7	261	1,355.48	2,876.29	6,378.00	6	0.1	625.0	1.0
7	N	44°	0.00'	E	148°	0.00'	8	236	250.29	1,520.82	7,733.48	7	0.1	3215.0	1.0
8	N	41°	####'	E	143°	####'	9	270	109.09	1,270.53	7,983.76	8	0.1	2547.0	1.0
9	N	41°	####'	E	140°	####'	10	235	54.65	1,161.44	8,092.85	9	0.1	4521.0	1.0
10	N	41°	8.00'	E	139°	####'	11	233	661.14	1,106.79	8,147.51	10	0.1	3210.0	1.0
11	N	34°	####'	E	128°	####'	12	239	65.74	445.65	8,808.65	11	0.1	2546.0	1.0
12	N	33°	####'	E	127°	####'	13	263	65.23	379.91	8,874.39	12	0.1	3320.0	1.0
13	N	33°	####'	E	126°	####'	14	295	304.88	314.68	8,939.62	13	0.1	451.0	1.0
14	N	35°	####'	E	120°	####'	15	292	9.79	9.79	9,244.50	14	0.1	325.0	1.0
15	N	35°	####'	E	120°	####'				0.00	9,254.29	QingDao P/S	0.1	32.0	1.0
		°	'		°	'									
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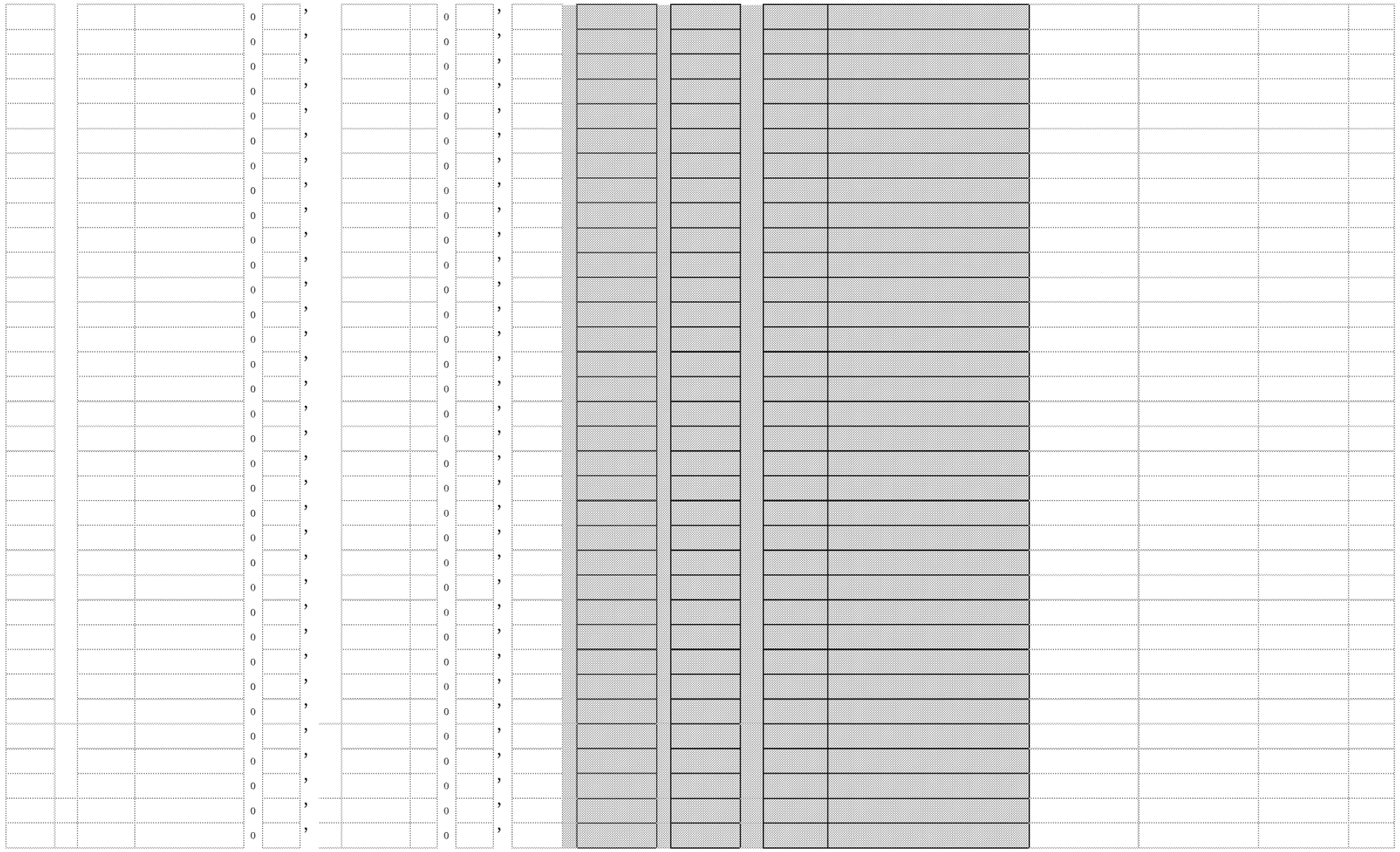

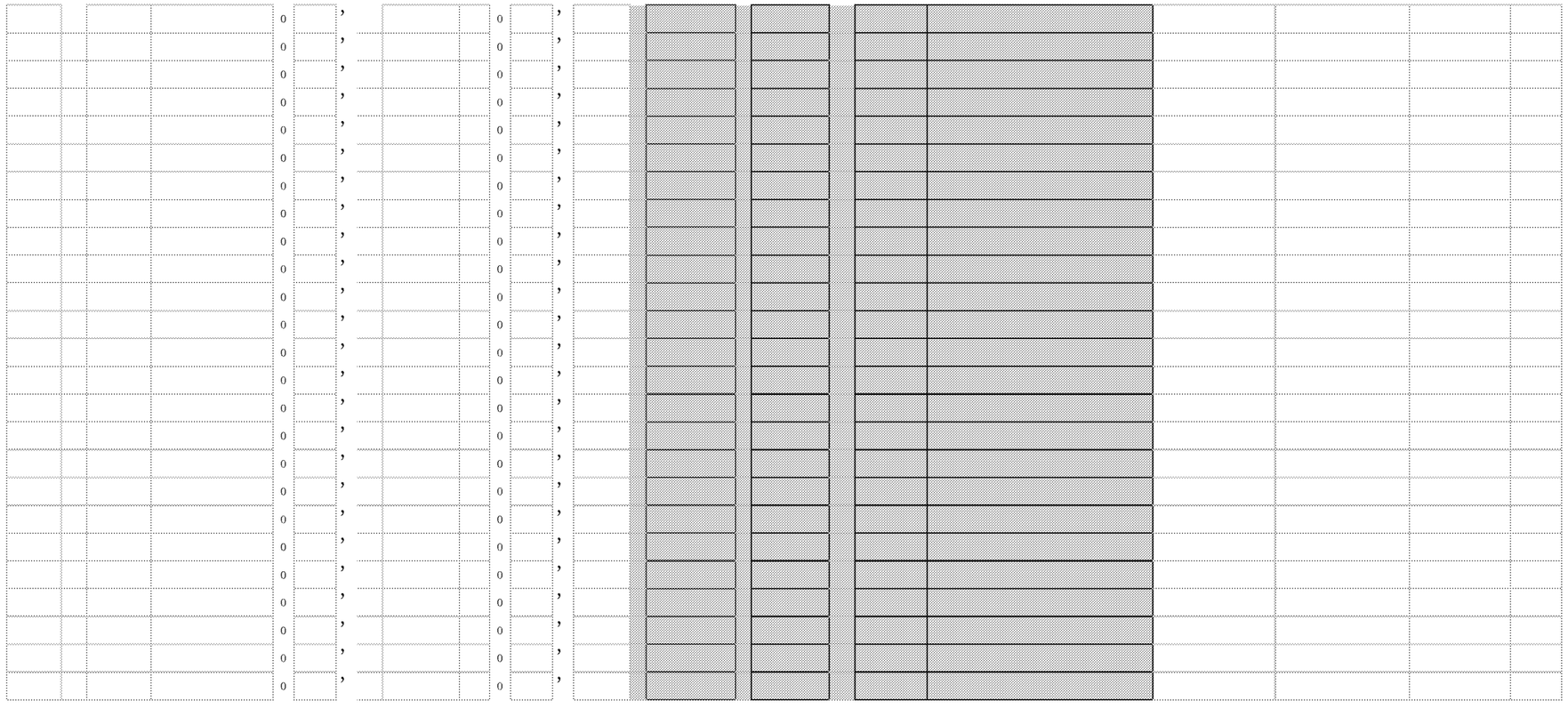

PASSAGE PLANNING FORM

PILOT TO PILOT

FORM NO : MAROPS 005

MV **CLIPPER BLISS** FROM: **Pilot Station** TO: **Pilot Station** Voyage V1804

DATE: **21-Jun-18**

WPT No.	Position Ref. L/L	Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Permitted X.T.E.	Fix Method	Fix Interval	REFER CAUTION ON SQUAT UKC PP SHEET U.K.C. [m]	FOR ECDIS VESSELS ONLY CATZOC	FOR ECDIS VESSELS ONLY UKC ACCURACY	Distance to Dest.	List of Lights ALRS	Sailing Dir'ns	Chart	Required Engine status	FOR ECDIS VESSELS ONLY CATZOC UKC
2	S 10 ° 5.9 W 78 ° 11.5	Punta Lobitos P/S	318	1.0	971.5	14.0	69.4	See chart	0.5nm	GPS/Radar/Visual	30mins	53.13	B	2.28	9254.3	NP80	NP7	BA3091	Full Speed	50.85
3	N 2 ° 0.0 W 89 ° 0.0	3	313	1.0	1773.9	14.0	126.7	See chart	0.5nm	GPS	1 hour	2124.13	B	43.70	8282.8	NP80	NP7	BA4811	Full Speed	2080.43
4	N 22 ° 20.0 W 111 ° 5.0	4	310	1.0	763.8	14.0	54.6	See chart	0.5nm	GPS	1 hour	3190.13	B	65.02	6508.9	NP80	NP8	BA4802	Full Speed	3125.11
5	N 30 ° 30.0 W 122 ° 0.0	5	291	1.0	2868.8	14.0	204.9	See chart	0.5nm	GPS	1hour	530.13	B	11.82	5745.1	NP80	NP62	BA4802	Full Speed	518.31
6	N 47 ° 30.0 E 180 ° 0.0	6	261	1.0	1355.5	14.0	96.8	See chart	0.5nm	GPS	1hour	614.13	C	33.25	2876.3	NP80	NP62	BA4806	Full Speed	580.88
7	N 44 ° 0.0 E 148 ° 0.0	7	236	1.0	250.3	14.0	17.9	See chart	0.5nm	GPS	1hour	3204.13	C	162.75	1520.8	NP85	NP41	BA4805	Full Speed	3041.38
8	N 41 ° 39.0 E 143 ° 18.0	8	270	1.0	109.1	14.0	7.8	See chart	0.5nm	GPS	30mins	2536.13	C	129.35	1270.5	NP80	NP41	BA1800	Full Speed	2406.78
9	N 41 ° 39.0 E 140 ° 52.0	9	235	1.0	54.7	14.0	3.9	See chart	0.5nm	GPS/Radar/Visual	15mins	4510.13	B	91.42	1161.4	NP85	NP41	JP10	Full Speed	4418.71
10	N 41 ° 8.0 E 139 ° 52.0	10	233	1.0	661.1	14.0	47.2	See chart	0.5nm	GPS	1 hour	3199.13	A2	65.20	1106.8	NP85	NP43	BA2293	Full Speed	3133.93
11	N 34 ° 27.0 E 128 ° 46.0	11	239	1.0	65.7	14.0	4.7	See chart	0.5nm	GPS/Radar/Visual	15mins	2535.13	B	51.92	445.6	NP85	NP43	BA127	Full Speed	2483.21
12	N 33 ° 53.0 E 127 ° 38.0	12	263	1.0	65.2	14.0	4.7	See chart	0.5nm	GPS/Radar/Visual	1 hour	3309.13	A2	67.40	379.9	NP85	NP32B	BA127	Full Speed	3241.73
13	N 33 ° 45.5 E 126 ° 20.0	13	295	1.0	304.9	14.0	21.8	See chart	0.5nm	GPS	1 hour	440.13	A2	10.02	314.7	NP85	NP32B	BA3365	Full Speed	430.11
14	N 35 ° 55.6 E 120 ° 44.0	14	292	1.0	9.8	14.0	0.7	See chart	0.5nm	GPS/Radar/Visual	30mins	314.13	A2	7.50	9.8	NP87	NP32B	BA1502	Full Speed	306.63
15	N 35 ° 59.3 E 120 ° 32.8	QingDao P/S		1.0		14.0		See chart	0.5nm	GPS/Radar/Visual	15mins	21.13	A2	1.64	0.0	NP87	NP32B	BA1502	Maneuver Speed	19.49

Prepared by:

LI BINGRU
(2/O)

ZHANG MINGFU
Master:

LIU YINGJIE
C/O:

ZHANG CHUANBO
3/O:

4th Officer

Dk Cadet

Cell: P7
Comment: Sundeep Sharma (IN-SDC):
ECDIS vessels may write continuous

SQUAT CALCULATION F(CLIPPER BLISS

UKC PILOT TO PILOT

Formula for squat calculations
Briefly:

Squat in confined Waters:-
Squat in metres = $2xC_bx(V^2/100)$
Squat in open Waters:-
Squat in metres = $C_bx(V^2/100)$
V = Vessel's speed in knots
C_b = Block coefficient

An approximate calculation "rule of thumb"
estimating on the high and safe side:

Squat (mtrs) = $V^2_K/100$ for open Seas
and Squat (mtrs) = 2 x ($V^2_K/100$) in confined waters

where V_K is vessel's speed in knots (speed through water, not GPS Speed)

Sea Water Calculation 1

Dock Water /Fresh Water Calculation 2 (For Intermediate water densities and FW)
Dock Water/Fresh Water Allowance 1

Please enter 1 (SW) or 2 (DW/FW) 1

Heel Correction (in m) 0

Speed	SQ-O	SQ-C
4	0.13	0.27
5	0.21	0.41
6	0.30	0.60
7	0.41	0.81
8	0.53	1.06
8.5	0.60	1.20
9	0.67	1.34
9.5	0.75	1.49
10	0.83	1.66
10.5	0.91	1.83
11	1.00	2.00
11.5	1.10	2.19
12	1.19	2.39
12.5	1.29	2.59
13	1.40	2.80
13.5	1.51	3.02
14	1.62	3.25
14.5	1.74	3.48
15	1.86	3.73
15.5	1.99	3.98

CAUTION
ECDIS vessels must take into account the effect of "UKC accura
calcuating the vessels UKC particularly when the UKC is very lo
other sources of data must be consulted when the UKC policy
after applying the UKC Accuracy correction

UKC CALCULATION FOR: CLIPPER BLISS **PILOT TO PILOT**

Applicable to ECDIS/NON ECDIS vessels

From WP	To WP	Min available Depth between Waypoints	Speed Applied [kn]	Max SW Draft [m]	DWA/FWA (if appl.) [m]	Static Draft [m]	Tide Allow. (+/-) [m]	Squat Correction [m]	Weather Allowance [m]	Heel Correction [m]	Effective Draft [m]	Resulting UKC (without CATZOC) [m]	Is the UKC Sufficient as per BSM?	Select Required UKC in %
2	3	64.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	53.13	YES	15
3	4	2135.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	2124.13	YES	50
4	5	3201.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	3190.13	YES	50
5	6	541.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	530.13	YES	50
6	7	625.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	614.13	YES	50
7	8	3215.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	3204.13	YES	50
8	9	2547.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	2536.13	YES	50
9	10	4521.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	4510.13	YES	50
10	11	3210.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	3199.13	YES	50
11	12	2546.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	2535.13	YES	50
12	13	3320.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	3309.13	YES	50
13	14	451.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	440.13	YES	50
14	15	325.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	314.13	YES	50
15		32.0	14.0	10.15	0.00	10.15	1.00	1.62	0.10	0.00	11.77	21.13	YES	50

Speed	SQ-B
4	
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9.5	
10	
10.5	
11	
11.5	
12	
12.5	
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14.5	
15	
15.5	

Speed	SQ-C
4	
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8.5	
9	
9.5	
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11	
11.5	
12	
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15	
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ıcy" in col R when
ıw. Local data/pilots and
is not complied with,

	FOR ECDIS VESSELS ONLY		For ECDIS vessels	
SQUAT CORRECTION TYPE - OPEN / CONFINED			UKC (with CATZOC)	
	CATZOC ZONE	UKC ACCURACY - As per CATZOC Zone	CATZOC UKC	Is CATZOC UKC sufficient?
OPEN	B	2.28	50.85	Yes
OPEN	B	43.7	2080.43	Yes
OPEN	B	65.02	3125.11	Yes
OPEN	B	11.82	518.31	Yes
OPEN	C	33.25	580.88	Yes
OPEN	C	162.75	3041.38	Yes
OPEN	C	129.35	2406.78	Yes
OPEN	B	91.42	4418.71	Yes
OPEN	A2	65.2	3133.93	Yes
OPEN	B	51.92	2483.21	Yes
OPEN	A2	67.4	3241.73	Yes
OPEN	A2	10.02	430.11	Yes
OPEN	A2	7.5	306.63	Yes
OPEN	A2	1.64	19.49	Yes

Cell: N41
Comment: Sundeep Sharma (IN-SDC):
This column gives compliance with UKC policy without subtracting UKC accuracy from depth

Cell: Q41
Comment: Sundeep Sharma (IN-SDC):
Select the CATZOC zone

Cell: R41
Comment: Sundeep Sharma (IN-SDC):
This gives the value of CATZOC ZONE accuracy and can be applied manually to the UKC

Cell: S41
Comment: Sundeep Sharma (IN-SDC):
This column calculates UKC taking into account UKC accuracy

lot to Berth

Arrival Port: QING DAO

Wpt	Latitude					Longitude					To Wpt	Course
15	N	35	0	####	'	E	120	0	####	'	16	282
16	N	36	0	1.50	'	E	120	0	####	'	17	281
17	N	36	0	2.00	'	E	120	0	####	'	18	265
18	N	36	0	1.85	'	E	120	0	####	'	19	244
19	N	36	0	1.45	'	E	120	0	####	'	20	266
20	N	36	0	1.40	'	E	120	0	####	'		
			0		'			0		'		
			0		'			0		'		
			0		'			0		'		
			0		'			0		'		
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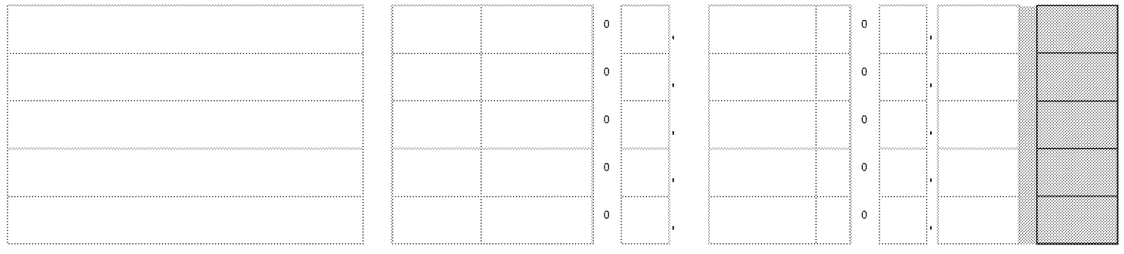

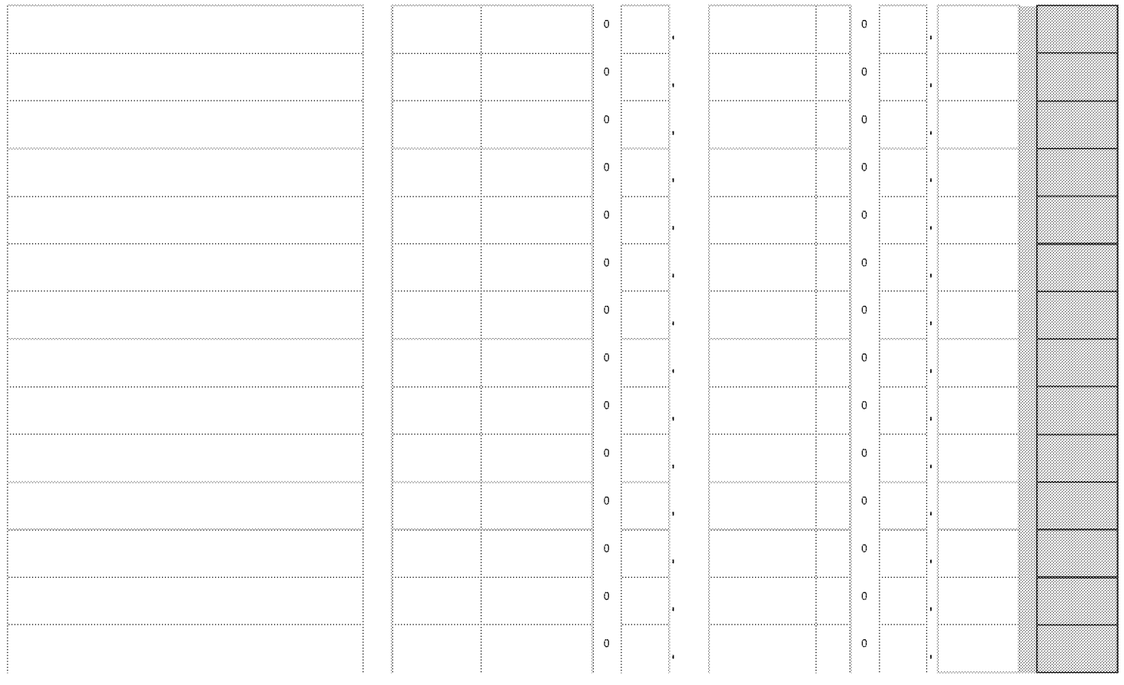

Voyage : V1804

Distance	Rem.Dist.	Dist. Run	Name WP	Weather Allow (See notes on Instruction page) [m]	Min Available Voyage : Charted Depth [m]	Tide Allow. (+/-)
10.35	16.32		QINGDAO P/S	0.1	32.0	1.5
2.72	5.97	10.35	16	0.1	22.0	1.5
1.62	3.26	13.06	17	0.1	33.0	1.5
0.90	1.63	14.69	18	0.1	18.0	1.5
0.73	0.73	15.59	19	0.1	17.0	1.5
	0.00	16.32	BERTH	0.1	15.6	1.5

PASSAGE PLANNING FORM

Pilot to Berth

MV CLIPPER BLISS FROM: Pilot Station TO: Berth 0 Voyage V1804

DATE: 21-Jun-18 TIDE DATUM: 1.5

WPT No.	Position Ref. L/L	Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Permitted X.T.E.	Fix Method	Fix Interval	REFER CAUTION ON SQUAT UKC PB SHEET: U.K.C. [m]	FOR ECDIS VESSELS ONLY: CATZOC	FOR ECDIS VESSELS ONLY: UKC ACCURACY	Distance to Dest.	List of Lights ALRS	Sailing Dir'ns	Chart	Required Engine status	FOR ECDIS VESSELS ONLY: CATZOC UKC
15	N 35 ° #### E 120 ° ####	QINGDAO P/S	282	1.5	10.3	6.0	1.7	SEE CHART	0.05	GPS/Radar/Visual	5mins	22.95	A2	1.64	16.3	NP87	NP32B	BA1502	Maneuver Speed	21.31
16	N 36 ° 1.5 E 120 ° ####	16	281	1.5	2.7	6.0	0.5	SEE CHART	0.05	GPS/Radar/Visual	5mins	12.65	A2	1.44	6.0	NP80	NP32B	BA1506	Maneuver Speed	11.21
17	N 36 ° 2.0 E 120 ° ####	17	265	1.5	1.6	6.0	0.3	SEE CHART	0.05	GPS/Radar/Visual	5mins	23.65	A2		3.3	NP87	NP32B	BA1506	Maneuver Speed	LEAVE IT
18	N 36 ° 1.9 E 120 ° ####	18	244	1.5	0.9	6.0	0.2	SEE CHART	0.05	GPS/Radar/Visual	5mins	8.65	A2		1.6	NP87	NP32B	BA1506	Maneuver Speed	LEAVE IT
19	N 36 ° 1.5 E 120 ° ####	19	266	1.5	0.7	6.0	0.1	SEE CHART	0.05	GPS/Radar/Visual	5mins	7.65	A2		0.7	NP87	NP32B	BA1506	Maneuver Speed	LEAVE IT
20	N 36 ° 1.4 E 120 ° ####	BERTH		1.5		4.0		SEE CHART	0.05	GPS/Radar/Visual	5mins	6.58	A2		0.0	NP87	NP32B	BA1506	Maneuver Speed	LEAVE IT

Prepared by:

LI BINGRU	ZHANG MINGFU	LIU YINGJIE	ZHANG CHUANBO
(2/O)	Master:	C/O:	3/O:
4th Officer	Dk Cadet		

Cell: P7
Comment: Sundeep Sharma (IN-SDC):
ECDIS vessels may write continuous

SQUAT CALCULATION CLIPPER BLISS
UKC PILOT TO BERTH

Formula for squat calculations
Briefly:

Squat in confined Waters:-
Squat in metres = $2xC_bx(V^2/100)$
Squat in open Waters:-
Squat in metres = $C_bx(V^2/100)$
V = Vessel's speed in knots
C_b = Block coefficient

An approximate calculation "rule of thumb"
estimating on the high and safe side:

Squat (mtrs) = $V^2_K/100$ for open Seas
and Squat (mtrs) = 2 x ($V^2_K/100$) in confined waters

where V_K is vessel's speed in knots (speed through water, not GPS Speed)

Sea Water Calculation 1

Dock Water /Fresh Water Calculation 2 — For intermediate water densities and FW

Dock Water/Fresh Water Allowance: 0

Please enter 1 (SW) or 2 (DW/FW): 1

Heel Correction (in m): 0

Speed	SQ-O	SQ-C
2	0.03	0.07
2.5	0.05	0.10
3	0.07	0.15
3.5	0.10	0.20
4	0.13	0.27
4.5	0.17	0.34
5	0.21	0.41
5.5	0.25	0.50
6	0.30	0.60
6.5	0.35	0.70
7	0.41	0.81
7.5	0.47	0.93
8	0.53	1.06
8.5	0.60	1.20
9	0.67	1.34
9.5	0.75	1.49
10	0.83	1.66
10.5	0.91	1.83
11	1.00	2.00
11.5	1.10	2.19

CAUTION

ECDIS vessels must take into account the effect of "UKC accuracy" in col R when calcuating the vessels UKC particularly when the UKC is very low. Local data/pilots and other sources of data must be consulted when the UKC policy is not complied with, after applying the UKC Accuracy correction.

UKC CALCULATION FOR CLIPPER BLISS **PILOT TO BERTH**

From WP	To WP	Min available Depth between Waypoints	Speed Applied [kn]	Max SW Draft [m]	DWA/FWA (if appl.) [m]	Static Draft [m]	Tide Allow. (+/-) [m]	Squat Correction [m]	Weather Allowance [m]	Heel Correction [m]	Effective Draft [m]	Applicable to ECDIS/NON ECDIS vessels: Resulting UKC (without CATZOC) [m]	Is the UKC Sufficient as per BSM?	Select Required UKC in %
15	16	32.0	6.0	10.15	0.00	10.15	1.50	0.30	0.10	0.00	10.45	22.95	YES	50
16	17	22.0	6.0	10.15	0.00	10.15	1.50	0.60	0.10	0.00	10.75	12.65	YES	10
17	18	33.0	6.0	10.15	0.00	10.15	1.50	0.60	0.10	0.00	10.75	23.65	YES	10
18	19	18.0	6.0	10.15	0.00	10.15	1.50	0.60	0.10	0.00	10.75	8.65	YES	10
19	20	17.0	6.0	10.15	0.00	10.15	1.50	0.60	0.10	0.00	10.75	7.65	YES	10
20		15.6	4.0	10.15	0.00	10.15	1.50	0.27	0.10	0.00	10.42	6.58	YES	10

Speed	SQ-O
2	
2.5	
3	
3.5	
4	
4.5	
5	
5.5	
6	
6.5	
7	
7.5	
8	
8.5	
9	
9.5	
10	
10.5	
11	
11.5	

Speed	SQ-C
2	
2.5	
3	
3.5	
4	
4.5	
5	
5.5	
6	
6.5	
7	
7.5	
8	
8.5	
9	
9.5	
10	
10.5	
11	
11.5	

	FOR ECDIS VESSELS ONLY		For ECDIS vessels	
SQUAT CORRECTION TYPE - OPEN / CONFINED			UKC (with CATZOC)	
	CATZOC ZONE	UKC ACCURACY - As per CATZOC Zone	CATZOC UKC	Is CATZOC UKC sufficient?
OPEN	A2	1.64	21.31	Yes
CONFINED	A2	1.44	11.21	Yes
CONFINED	A2		LEAVE IT	Yes
CONFINED	A2		LEAVE IT	Yes
CONFINED	A2		LEAVE IT	Yes
CONFINED	A2		LEAVE IT	Yes

Cell: N45
Comment: Sundeep Sharma (IN-SDC):
This column gives compliance with UKC policy without subtracting UKC accuracy from depth

Cell: Q45
Comment: Sundeep Sharma (IN-SDC):
Select the CATZOC zone

Cell: R45
Comment: Sundeep Sharma (IN-SDC):
This gives the value of CATZOC ZONE accuracy and can be applied manually to the UKC

Cell: S45
Comment: Sundeep Sharma (IN-SDC):
This column calculates UKC taking into account UKC accuracy